HE SUMPER BANN

VOLUME I.

SUMTERVILLE, SOUTH-CAROLINA, JANUARY 13, 1847.

NUMBER 11:

AGRICULTURAL.

USES OF DEEPENING THE SOIL

It seems to be supposed, by many who talk about despending the soil, that the first purpose of it is, to allow the roots of plants, to run deep; and by some, that if petre, one and a quarter lbs. of brown-suthis is not the allow there can be hardly 2ar, make a good proportion for 100 lbs. of doctrine of deep tillage. It is but a little plied. time since several different men have maintained, in our hearing, that it was of no use to plough or dig deep, because the carth. While we do not subscribe to the skin on the forehead a length of two inches conclusion here drawn, we suspect the with a sharp knife loosening the skin a lit-

planting out asparagus roots, the cultivators have required the earth to be trenched to the depth of two feet, and the plants to be set with their routs perpendicular, salt, with several other hogs attacked with the lower extremities of them being buried the disease, and saved them all at least 15 inches below the surface : and lest they should incline to go too deep, the bottom of the trenches must be filled with brick or stone, forming a pavement deep in the soil. The whole of this practise was founded on the idea that the roots Of the Surveyors of the Foute of this plant were everdelving downwards to the centre of the carth, and the soil must be stirred and enriched down there, that they may not be out of fodder on their

So of grape vines - a great bed of bones stones brick bats, and what not, must be formed; because the roots of vines were discovery has been made that the roots of last. grape vines do not run deep, but are creeping toward the surface, like those amphib- with a Map and profile of the route, we beging toward the surface leave herewith to submit to you. of the water that the air can find ready access to their lungs.

been deeply tilled.

If these facts are so, is there any use in tilling so deep, and may we not confine the road on the hill, and curving around ing notched on the under side and letdown our culture to the surface? By no means. to cross the North East at or near Hilton; upon the subsill. Upon the sills the rails, on these facts, be they ene or the other.

Some of the more general requistes of a soil are, 1st, a fund of food for the west side of the Northwest branch of the plants it sustains, consisting of those mineral constituents and those organic matters the Brunswick breaks from it-and from adapted to feed them. 2d, an evenness of this point the connection to be made by Over streams and swamps, Lattice bridges temperature. 3d, such a constructure as can be easily permeated by moisture and air. And 4th, such a mechanical density as will allow the easy passage of the roots roots in their places and afford them their

nutriment in sufficient quantities. The reason for the first of these is readily seen. The second is not so easily comprehended; but the fact is, that a soil above tide water, the line pursues a northwhich has not been stirred for a long time becomes a ready conductor of heat .-Hence its temperature is affected with every change of atmosphere, with this differ Creek, before reaching which, sufficient ence-that the cold below controls it much easier than the heat from above.-Frequent alterations of heat and cold, such as are common to the early part of the south of the main road, the route, passing vegetation. If the soil is so constructed as to maintain an even temperature, it may, to a great extent, counteract the effect of the changes of the atmosphere, but if it is of Fair Blyff on the Lumber river, a It is within the observation of any one that is far better fitted to maintain an even temparture, than one which is only moved to a Swamp, and crosses the former below the shallow depth. The third quality is obvious; a deeply tilled soil is moist in a dry Ferry. Thence, below the foot of the that too light soil is not favorable to the best growth of vegetation. Hence the use ways to bring the earth into a reasonable about a quarter of a mile north of Marion

compact state after pulverization. Now, it is reasonable to suppose-not PeDce River, a favorable point for cross- For land damages

THE SUMTER BANNER:

only in accordance with facts—that with ing, which is found near the head of Mr. deep rich culture, the roots of plants of plants. Crossing the river at this will seek the surface of the earth, but that the river swamp, two miles in they will scoper seek it in such a soil than extent, the route after crossing Polk swamp, they will sooner seek it in such a soil than TERMS:

Two Dollars and Fifty Gents in advance, Three Dollars and Fifty Gents in the mother, or Three Dollars and Fifty Gents, at the gnd of the year.

Advertisements inserted at 75 cents per square, (17 lines or less,) for the first and half that sum for each subsequent insertion. The number of insertions to be marked on all Advertisements of they will be published until ordered to be discontinued, and charged accordingly.

One Molar per square for a single-fer

will be published until ordered to be discontinued, and charged accordingly.

One bollar per square for a single insertion.—Quarterly and Monthly advertisements will be charged the same as a single insertion, and Semi-monthly the same as new ones.

For publishing Cutations as the law directs three dullars will be charged.

All Obituary Notices execeding six lines, and Communications recommending Candidates for public offices of profit or trust, for puffing Exhibitions, will the charged as advertisements.

The commission Advertising will be presented for payment quarterly.

All 'etters by mail must be post paid to insure a punctual attention.

Seeking it.

We seek then, that deep culture, so far from resting on the fact of the deep permeation of roots, is supported by the contrary lact.—Prince Paymer.

Making Bacon.—This is, the season for sturing hams, 'a some call the process of making bacon. The following recipe is a good one, and may be relied upon for making a first rate ham. To 80 lbs. of hims, take four onness of brown sugar, three contress of sulpetre, and one pint of the sall; pulverize and mix them thoroughly. rub the hams well all over, particularly on the flesh side, and lay them on boards for 36 or 48 hours; then pack, them in casks. adding two quarts of line salt to every 80

any other. This notion is neither confin- beef. In twenty four hours a pickle that ed totthe advocates nor opposents of the will bear an egg end always should be ap-

STAGGERS IN Hogs .- A writer in the Albany Cultivator for 1841, states that he fact to be as stated, to a far greater extent the on each side of the cut, and inserting than many suppose. Till of late, in giving directions for Cullivator, for November, states that his neighbor, who had lost one of his hogs with the disease, used the same means. substituting spirits of turpentine for the

> Prom the Wilmington (N. C.) Commercial, December 18, 1816. REPORT

to connect with the South-

Carolina Rail Road. To the Subscribers to the Survey of the Route for a Rail Road to connuect the WILMINGTON AND ROANOKE RAIL ROAD with the Campen Branch Road:

GENTLEMEN: In compliance with your wishes and instructions, a corps was orgaalways straying downward as much as its nized and the survey of the Route for the top was reaching upward. Of late the contemplated Road commenced in July

A Report upon the Survey, together

At the commencement, various schemes were proposed for making the necessary Nor could we ever satisfy ourselves that connection with the Wilmington and Roathe roots of asparagus, have any such pre- noke Rail Road. One, to cross the Cape On these the cross ties or sills 8 by 8 and dilection for the interior of the globe as Fear, below the junction of the two rivers, 8 feet long, are placed three feet apart some maintain. We always find them near with a bridge or steamferry boat; thence from centre to centre; every other one bethe surface, especially when their bed has over the swamp on Eagle's Island and ing notched on its upper surface for the Brunswick Tiver.

A second, to start from the Depot of The necessity of deep tilinge does not rest thence across the point between the two 6 by 7, four feet 5 1.2 inches apart, and rivers and over the "Northwest." And a chamfered on their inner edges, one a halfthird, to commence be some point on the inches, are placed; being confined to the Cape Fear, and above the point at which and kept in its place on the other by means of a small steamboat.

motives of present economy determined us in selecting it as the point at which a through it, and at the same time hold the line to serve as a basis for our estimates should commence.

Starting, then, at "Meare's Bluff," three miles above town, the table land being the Great Pee Dee. reached at an elevation of fourteen feet and Waccamaw Lake, to near Livingston's northing being obtained, a change of direc-tion is made, " Crossing the creek at a lavorable place, about one and a half miles season, act very injuriously upon growing a half mile north of the Waccamaw Lake and about one mile south of Whitesville, is continued straight, a distance of forty-five miles, to within two miles affected by all these changes it is obvious designated point in the line. From thence, that vegetation must suffer in proportion, the route passing about a half mile back of Fair Bluff and crossing the State line two a soil which is thoroughly and deeply tilled miles below it, runs down on the ridge between the Lumber river and Gapway mouth of Ashpole Swamp and near Floyd's time, and comparatively dry in a wet ones ringe between Kaft Swamp and the Little The fourth only requires it to be observed Podee, and across the latter about one mile above Dr. Gilchrist's bridge, the route follows the ridge between the "Big Sister" of rollers, and pressure applied in various and "Maiden Down" bays, and passes Court House. From thence to the Great

Atent, the route after crossing Polk swamp. Cars, ullows the ridge between Highlill and Jef. 30 Eight wheel box Cars, tries, creek, to a point hear the road -lead. 30 Eight wheel flat Cars. ing from Durlington Court House to Ebe-nezer church. From thence the route is continued straight, crossing Lake and Sparrow Swamps, Lynche's creek, Black river, Scape O'er, and Rocky Bluff Swamps, to a point south of and near Sumterville, a distance of thirty-seven miles.

Thus far the country over which the line has passed, is generally so flut and uni-form as to present but little variety, and with some few unimportant exceptions, it abounds in timber of the very best quality for the construction of the road.

. The graduation throughout will be commaking bacon. The following recipe is a paratively slight, and of easy execution; miles in extent, will sund one, and may be relied upon for mak-consisting, excepting where streams and Embankment ing a first rate ham. To. 80 lbs. of hams, swamps are crossed, chiefly of light em-take four conces of brown sugar, three bankments, sufficiently high to protect the road from the water that usually remains of Warehouses and sale pulverize and mix them thoroughly; upon the remarkably flat surface of the Warehouses and water Stations.

upon the remarkably flat surface of the carth in wet weather.

From Sunterville, the route passes over a country presenting a similar appearance Motive power as above, to that already described, until it reaches Col. John Moore's plantation. Passing about a quarter of a mile to the south of his house, it crosses the head of "McRae's Mill Pond," and ascending from this strikes in Mr. Rees field, the ridge of Hills commencing below Manchester and bordering upon the low grounds of the Wateree river, known as the "High hills of the Santee." Passing the ridge at its lowest point, in Mr. Rees field, at an elevation of thirty feet above tide water, and about one hundred and seventy-five feet above the Camden branch road, the route, by a con-Camden branch road, the route, by a con-tinuous curve, of from 2,000 to 3,000 feet estimate of the cost of construction on it; radius with a grade of fifty feet to the mile, but learning that the charter presented to and with some heavy excavations and em-

Thus presenting a road 158 miles in length, of which 151 miles are straight. and the balance, except that immediately at the connection, of curves of over 6,000 ectradius; with fewer heavy grades, and with less excavation and embankment than my road of similar length in the country-It may be proper here to state that we are

f the opinion that further examination would demonstrate the practicability of a better route over the "High hills of the Santee" being found, that the one here pre cented; time with us, being limited, preented our going into the examination as ninutely as we would otherwise have done.

Before proceeding with the estimates, a lescription of the kind of road estimated for, becomes necessary. The graduation is intended for a single track only, and con sists of excavations with slopes of 3-4 horis zontal to I perpendicular.

The superstructure to consist of subsills 4 by 10 inches under the bearing of the rails, and bedded so that their upper surfaces shall be two inches below the graded surface of the road, and at their joints resreception of the rail; the alternate sill being brought to a level with the other by benotched sill by means of a wooded key wooden bracket on the outside of the rail. and Trestle work has been estimated for. This last, being decidedly the cheapest; The former on "Towns" plan, roofed and weather boarded to protect them from the weather, and of these, there are four, viz. three of one span each, across Livingston's reek, Lumber, and Little Pee Dee rivers, and one of two spans, with a draw over

The trestle work where, as in the Great Pee Dee swamps, it is not over twelve feet westwardly direction, for the purpose of in height, is on the plan adopted on the avoiding the main body of the Green Swamp South Carolina roads; the piles being capped and cross-braced, with string pieces 10 by 14 inches notched on the caps and secured by means of wooden keys, and on these strings the road laid. In the Great Pee Dee swamp, Trestles of the form used And deducting for manageon the Wilmington Road have been estimated for, in consequence of the height at which the swamp has to be crossed, to pro

tect the road from the action of freshets, For a road built in this manner, with late rail 2 1-2 by I inch, double the weight of that ordinarily used, and consequently osting about \$1,400 per mile more; (and that it will unswer well all the purposes for which it is intended we think no one can doubt) we present the following estimates,

viz: For Excavations and Embankments, 272,581 40 including grushing and clearing, For Superstructure, including Turn outs, For Bridging, For Ware Houses and Water sta-851,622 90 105,935 00 tions, on tine and at each end, -For Pay of Engineers, including con-40,000 00

tingences; (this item depending upon the time occupied in the construction of the .oad)

That portion of the Road lying in North Carolina, 63 miles in extent, will costs For Excavation and For Superstructure, For Bridging; For Warehouses and Water Stations, 13,000 00 For pay of Engineers, in-cluding contingencies, 15,200 00 For land damages, 4,000 00 For Steamboat, 15,000 00

And that portion in South Caroling, 95 miles in extent, will cost : -86,365 00

ville direct; and its friends were desirous that a Survey of it should be made. Our limited time placed this out of our power; population of Massachusetts." a reconnaisance, however, was made and we intended, in compliance with a promise to that effect, to present an approximate the Legislatures of the two States designates in conformity, with the resolutious cise route over which the road is to be built,

we deem it unnecessary at present to do so. Probable income of the Road. Under this head, it may now, properly be considered out of place for an Engineer to attempt anything like an estimate, as the importance and value of Rail Roads are so well understood by the people generally; and these estimates are often necessarily made from uncertain data; consequeently fallacious, and are therefore justly ooked upon with discredit, But in this instance, being enabled to present an es-based upon information obtained from authentic sources, we may be excused for venturing upon the following, the truth of which those interested can test for themselves.

. The number of through passengers between Welden and Charleston, as ascer-tained from the books of the Wilmington Company, for the year ending 1st Dec. 1846, was 11,960 which at 86 would amount

The freight and way passengers for the same period of time amounted to The mail to

We honestly believe that the freighting

Roanoke Road, at least twenty-five per cent. in consequence of its passing through a country far more wealthy more densely populated and cousequently having more produce for market and requiring more in return in the way of merchandise. And as regards the through travel, we feel no hesitation in saying that it will be increased in like proportion, as soon as this road is built; and in support of this opinion we have only to mention a fact that can be proved by reference to the statistics of all Rail Roads, intended, as this is, as a thoroughfare for travel; that, as in the case of the Wilmington Road, this branch of busincreasing, and in addition, the contemplachain of improvements between the North to the adventurers, as for the present noth-

income at what we have above stated (of the same length,) of the past year, leviz: 200,760 00

ment and repairs, a sum which we consider amply. sufficient for the first five years, viz:

And we have left Which shows a profit of

over 6 per cent on the estimated cost of the Road. And if to this be added the 25 per cent increase above referred to, it will give us as the nett income of the Road \$150,950 00 Over 10 per cent on the estimated cust.

Advantages of the Road.

here the multiplication of Rail Roads leading to the city has increased the busis greater facilities for travel, and business, and the fact which we find to Huntle, Mer-chants' Magazine for Nov. 1846, a work of undoubted authority, that & For substantial fructure, and amount of investments, Massachusetts has taken a decided lend in rail road shierpriser and what was, by makens, regarded as a doubtful experiment, has proved a good investment of Capital. It appears from the census of last year that the increase of property in Boston, from 1840 to 1845, over that of the previous five years, was nearly equal to the total cost of the rail roads of Massechusetts, or about nineteen millions of dollars. From the same source, it appears the importeduries on goods by the Cunard line, of steamers, in 1940, was less than 8350 per voyage, our for the eight voyages of that year, less than 82800 and the same for 1845, was \$51,000 per soyage, or, for the twenty voyages of the year, \$1,20,000. All the industrial interests of the state have been invigorated and general prosperity promuted. The proceeds of her extensive fish-122,400 00 eries and manniactures are carried, with \$1,466,000 on the utmost facility, in every direction, to It will be seen that the route on which meet the wants of consumers; and form the It will be seen that the route on which the estimates are made, is the one adopted by the Convention held at Marion Court House, in August last, At that Convention a different route was advocated, viz. one to run from Marion Court House to Sumterthe same time by steamboats on the Hudson River, or hearly three times, the total

But we need not trate) so for as Boston; the citizens of Wilmington have but to look at their own town and they will see an in-crease of population from 3,000, what is was estimated at in 1833, to from 8 to 9,000, what it is now estimated al, and an increase passed at the Marion Convention, the pre-led on 1833, at 8310,000, and now by au estimate made by a Committee composed of competent men, its value is set down at, \$1,500,000,00; and this astonishing in-crease in population and the value of property must mainly be attributed to the construction of the present road leading to the

Roanoke River.

To the citizens of the couffiry through which the road will pass; we can only say that all experience in rail roads has established the fact that along the line and to s considerable extent on each side, the value of property is greatly enhanced, and the amount of produce made is consequently increased because of the facilities a road furnishes for sending it to market; waste lands are reclaimed, and those under cultivation improved, and the trees of the forest, formerly valueless, are made producers of wealth. With these facts, it would not be difficult to prove that the increase in value of property consequent upon the construc-71,760 00 tion of this road would far exceed the en-

tire cost of the work.

Give the people but the opportunity of procuring a fair reward for their labor, and their habits of industry are stimulated, and their enterprise and integrity will extort \$200,760 00 wealth and comforts from sources now wholly unproductive; and with an awakenbusiness and way passengers on this Road ed spirit of improvement, education and inwill exceed that on the Wilmington and telligence will be found making equal

> All of which is respectfully submitted. JOHN C. MoRAE, L. J. FLEMING. Civil Engineers, WILMINGTON, N. C., Dec. 12, 1846.

FROM THE ARMY.

Corresp ndence of the Picayune. TAMPICO, December 9, 1846.

Gentlemen-This little town has shaked off the lethergy incident to blockade, and already presents a very lively and busiling appearance. We not only have the usual activity attendant upon a naval and militar ness, as indeed all others, is ever steadily by depot, but arrivals of vessels from your. ted Road will supply a desideratum long for the Mexicans, are daily occurring wanted; the connecting link in the great Much disappointment has been occasioned ing is needed in the way of progrations ex-But to return: Assuming the probable cept for the immediate consumption of such of the inhabitants of the town as have as the receipts of the Wilmington Road, not been frightened off by the advent of los Americanos.

All communication with the interior has been interdicted by the Mexican authorities, and the country immediately in the neighborhood of Tampico is so thinly inhabited that for the present there exists now 100,000 00 demand for the eargoes arriving The cargo of the schr. Home, from New Or-100,760 00 leans, was sold at suction on the 5th .-Flour, 55 bbls., at \$7,50; polatoes, 60 bbls. at \$1,50, and other articles in proportion. Another per schr. Valasco, consisting principally of dry goods, has been placed in

TAMPICO, December 12, 1846. The barque Mopang, Capt. Huffington, which vessel I mentioned as being ashore, beat over the bar during a heavy blow from the S. E. on the night of the 9th, and was found the wext morning ashore inside the As to the advantages of the Rail Road mouth of the river. She hast been abanwe take pleasure in quoting statistical facts. doned by the captain and crew, their lives 40,460 70 To the citizens of Wilmington we would being endangered by remaining on board instance the case of the city of Boston, and Capt. Clifton (a brother of the peer-